

the heavy water south of Nantucket, the American ship, the *Kansas*, flying the American flag, had been held up by a submarine. "Why are we held up by a submarine?" the captain asked. "We are bound from New York to Boston."

The *Kansas* was allowed to proceed and today arrived at Boston to take on 1,700 horses to add to her cargo of war supplies consigned to Genoa, Italy.

In rapid succession flashed S. O. S. calls across Nantucket sound as one ship after another fell prey to a "submarine." When the count reached seven shipping circles promptly reasoned that there was more than one.

PASSENGERS ON THE STEPHANO TELL OF THE END OF THAT SHIP

NEWPORT, R. I., October 9.—Eye-witness stories of the torpedoing of passenger and freight steamers by German submarines off Nantucket yesterday were told here today.

According to a report brought by officers of a flotilla of United States destroyers which picked up passengers and crews of several of the vessels destroyed, nine merchant ships were sunk.

One of the submarines is supposed to have been the U-53, which visited this harbor Saturday, and another was declared to be the U-61. Mrs. Henry B. Wilson of Williamsburg, Mass., a passenger on the *Stephano*, one of the vessels sunk, said that an officer and several of the crew told her that they had distinctly seen the name U-61 on the submarine that attacked their ship. Six vessels are known to have been sunk, and the report that the total was nine was based on a statement of the captain of the *Nantucket* light ship, near which the attacks took place. The captain said that three submarines were engaged. The first submarine, which was a German, was a British, one Norwegian and one Dutch vessel. The identity of the three other reported to have been lost had not been learned early today.

No Lives Believed Lost.

The crews of all these vessels, with the exception of the *Kingsford*, were brought to this port today, together with the eighty-three passengers of the *Stephano*, and were cared for by the officers of the Narragansett Bay naval station and prominent members of the Newport summer colony.

It was believed that no lives had been lost, although the men of the *Kingsford* were reported to have drifted at sea in open boats, the fact that the weather was mild and the sea calm made it seem probable that they would be rescued within a few hours by some of the searching craft.

Of the passengers of the *Stephano* thirty were American tourists returning from Newfoundland and the Canadian maritime provinces. All came through their rough experience without injury, according to officers of the American destroyers, but lost nearly all their effects. Some were able to save a few valuables, but their baggage went down with the ship.

Lieut. Commander Miller of the *Ericsen*, which picked up some of the boats from the *Stephano*, said that no attack was made by the submarine on this vessel until after all on board had left the ship. When the *Ericsen* came to the lightship, Commander Miller observed a submarine about a mile distant and almost immediately heard three shots from the bow gun of the submarine. Through the haze he could dimly make out the *Stephano*, the object of attack. One of the shots struck the ship, and probably none was aimed directly at her. The *Stephano* sank to immediately and the message to the *Ericsen* saying: "Please take off our passengers."

Before Commander Miller could get his boats to the side of the steamer she had loaded all her passengers in lifeboats and immediately they were taken on board the destroyer within five minutes. The *Stephano* was still afloat about the destroyer left, but was reported later as sunk by a torpedo.

Stephano Sunk, Not Torpedoed.

The *Ericsen* brought her twenty-five women and ten children, while the destroyer *Bald* brought sixty-nine others from the *Stephano*, including passengers and members of the crew.

Eighteen of the women were landed at the government pier by permission of the health officers, and were taken in automobiles to the homes of Mrs. Livingston Beekman, Mrs. French Vanderbilt and Arthur Curtiss James, former commodore of the New York Yacht Club. Dr. Andrews, who is connected with the Grenfell mission, was taken to the four *Stephano* passengers to the homes of Dr. Andrews and his wife. Dr. Andrews was on his way to New York. In describing his experiences Dr. Andrews said that the Germans gave the boat proper warning and then stood by until all of the passengers had been taken off.

"Officers of the United States torpedo boat destroyer, which had arrived in the *Stephano*, visited the steamer and said, 'to make sure that all of the passengers and crew were safe.' Then the *Stephano* was discharged. While the *Stephano* was engaged in disposing of the *Stephano*, a Dutch vessel, probably the *Bloomsdijk*, was standing a short distance away, 'like a steamer waiting to be slaughtered,' as the words of Dr. Andrews. She had been warned by the submarine to hold up as her turn was coming next."

U. S. Warships to the Rescue.

Dr. Andrews praised the work of the American warships which went to the assistance of the distressed vessels. He said they gave every possible assistance to the distressed passengers, and when they were taken aboard the destroyers showed them every courtesy. Mrs. Henry B. Wilson of Williamsburg, Mass., said that the passengers were going to dinner when the submarine attacked their ship. They thought that there were destroyers all around the steamer and that a submarine was nearby. They thought that the *Stephano* was being attacked by the German flag was seen on the underside.

Three shots were fired across the bow of the *Stephano*, Mrs. Wilson said. The steamer was stopped and the passengers did not have time to go to their lifeboats. The submarine was in sight, and the passengers were taken to the personal belongings. The sea was calm and all were transferred to the destroyer *Ericsen* without difficulty. The *Ericsen*, she said, was nearly out of sight of the *Stephano* when the liner sank.

Miss Mary Griffin of Placentia, Newfoundland, said: "We had just had dinner and most of the passengers were below when we heard shots, and ran on deck and saw a submarine a short distance away. A United States destroyer was in sight. The submarine fired three shots from one of her deck guns. She appeared to be trying to hit the *Stephano*, but the third shot was so close we felt the jar. There was a little confusion as the boats were lowered, and the passengers and crew quieted the excited ones and we all got into boats O. K."

Saw But One Submarine.

"There were five boats; about thirty women and children were aboard the ships. We were in the small boats about fifteen minutes before being picked up. We didn't hear or see a torpedo fired. But as we steamed away the *Stephano* seemed to be sinking. We did not see any other submarine or any other ships which were attacked, though we heard that several had been sunk and that the *Stephano* was the last. An English cruiser appeared off shore while we were aboard the *Ericsen*. She was too far out to make out her name, but the officers told us that there was no question but that she was an English cruiser."

Dr. Fred S. Riley, connected with the Moan Towing and Transportation Company of New York, who was on board the *Stephano*, said that the sub-

marine moved about in no apparent haste with the *Stephano*. The destroyer *Ericsen* while the latter was picking up the *Stephano*'s passengers and crew who were on the ship had received the death blow by torpedo, and it was stated that in one instance three torpedoes had been used to make the work of destruction sure.

Whether one or two boats or a flotilla of vessels, it was not clear whether the *Stephano* was hit by a single torpedo or more leisurely gunfire had accounted for such an amazing harvest of disaster off the American coast, could not be determined until a careful scanning of complete reports from all sources was possible.

SHOTS FIRED FROM 100 YARDS.

E. A. Tough of Ontario, another passenger on the *Stephano*, said that the boats were barely 100 yards from the steamer when the first shot was fired at her by the submarine. Another was discharged soon afterward, and later a bomb was fired.

"While we were being taken on the *Ericsen*," he said, "the submarine came up within twenty-five or thirty yards of us, and continued without signal or salute. It took us fifteen minutes to get aboard the *Ericsen*."

After the crews left the *Bloomsdijk* and the *Kingsford*, the crews of one of the German submarines plainly seen in the moonlight, requested the commanders of the destroyers Benham and McDougall to "please give them room to blow up the ships," according to officers of the Benham. This submarine fired thirty shots along the water line of the *Bloomsdijk*, but failing to sink her, discharged a torpedo and the ship buckled amidships and how and stern triangled into the sea.

Shots Fired From 100 Yards.

A member of the destroyer *Bald*'s crew insisted that he saw a German supply ship attacking the submarine.

Thirty-six men from the *Bloomsdijk* were taken aboard the destroyers. They were also the captain and some of the crew of the *West Point*. These refugees were taken to the naval training station where arrangements had been made to receive them.

When the *Stephano* was taken on the *Ericsen*, he said, "the submarine came up within twenty-five or thirty yards of us, and continued without signal or salute. It took us fifteen minutes to get aboard the *Ericsen*."

After the crews left the *Bloomsdijk* and the *Kingsford*, the crews of one of the German submarines plainly seen in the moonlight, requested the commanders of the destroyers Benham and McDougall to "please give them room to blow up the ships," according to officers of the Benham. This submarine fired thirty shots along the water line of the *Bloomsdijk*, but failing to sink her, discharged a torpedo and the ship buckled amidships and how and stern triangled into the sea.

A member of the destroyer *Bald*'s crew insisted that he saw a German supply ship attacking the submarine.

Thirty-six men from the *Bloomsdijk* were taken aboard the destroyers. They were also the captain and some of the crew of the *West Point*. These refugees were taken to the naval training station where arrangements had been made to receive them.

Baby of Two Months Aboard.

The Hospital Corps from the naval station was lined up on the deck as the destroyers discharged their passengers, but found nothing to do.

The youngest of the shipwrecked crowd was a baby two months old, which was a passenger with its mother on the *Stephano*.

When Capt. Bagley of the *Drayton* went to the flagship *Birmingham* of the American fleet to report to Rear Admiral Albert Gleaves he was accompanied by the captain and three officers of the *Stephano*. The captain of the *Stephano*, a British officer, declined to make any statement, saying simply, "I cannot talk about the ship, a torpedo hit her."

One member of the *West Point*'s crew said there were thirty-eight seamen aboard the ship, a torpedo hit her. They did not abandon her, he said, until she had been shelled several times, and after the shelling she was bombed twice, he added. No member of the submarine's crew boarded her at any time, according to the seamen.

Capt. M. Grottness of the Knudsen.

The *Stephano* brought her twenty-five women and ten children, while the destroyer *Bald* brought sixty-nine others from the *Stephano*, including passengers and members of the crew.

Eighteen of the women were landed at the government pier by permission of the health officers, and were taken in automobiles to the homes of Mrs. Livingston Beekman, Mrs. French Vanderbilt and Arthur Curtiss James, former commodore of the New York Yacht Club. Dr. Andrews, who is connected with the Grenfell mission, was taken to the four *Stephano* passengers to the homes of Dr. Andrews and his wife. Dr. Andrews was on his way to New York. In describing his experiences Dr. Andrews said that the Germans gave the boat proper warning and then stood by until all of the passengers had been taken off.

"Officers of the United States torpedo boat destroyer, which had arrived in the *Stephano*, visited the steamer and said, 'to make sure that all of the passengers and crew were safe.' Then the *Stephano* was discharged. While the *Stephano* was engaged in disposing of the *Stephano*, a Dutch vessel, probably the *Bloomsdijk*, was standing a short distance away, 'like a steamer waiting to be slaughtered,' as the words of Dr. Andrews. She had been warned by the submarine to hold up as her turn was coming next."

U. S. Warships to the Rescue.

Dr. Andrews praised the work of the American warships which went to the assistance of the distressed vessels. He said they gave every possible assistance to the distressed passengers, and when they were taken aboard the destroyers showed them every courtesy. Mrs. Henry B. Wilson of Williamsburg, Mass., said that the passengers were going to dinner when the submarine attacked their ship. They thought that there were destroyers all around the steamer and that a submarine was nearby. They thought that the *Stephano* was being attacked by the German flag was seen on the underside.

Three shots were fired across the bow of the *Stephano*, Mrs. Wilson said. The steamer was stopped and the passengers did not have time to go to their lifeboats. The submarine was in sight, and the passengers were taken to the personal belongings. The sea was calm and all were transferred to the destroyer *Ericsen* without difficulty. The *Ericsen*, she said, was nearly out of sight of the *Stephano* when the liner sank.

Miss Mary Griffin of Placentia, Newfoundland, said: "We had just had dinner and most of the passengers were below when we heard shots, and ran on deck and saw a submarine a short distance away. A United States destroyer was in sight. The submarine fired three shots from one of her deck guns. She appeared to be trying to hit the *Stephano*, but the third shot was so close we felt the jar. There was a little confusion as the boats were lowered, and the passengers and crew quieted the excited ones and we all got into boats O. K."

Saw But One Submarine.

"There were five boats; about thirty women and children were aboard the ships. We were in the small boats about fifteen minutes before being picked up. We didn't hear or see a torpedo fired. But as we steamed away the *Stephano* seemed to be sinking. We did not see any other submarine or any other ships which were attacked, though we heard that several had been sunk and that the *Stephano* was the last. An English cruiser appeared off shore while we were aboard the *Ericsen*. She was too far out to make out her name, but the officers told us that there was no question but that she was an English cruiser."

Dr. Fred S. Riley, connected with the Moan Towing and Transportation Company of New York, who was on board the *Stephano*, said that the sub-

marine moved about in no apparent haste with the *Stephano*. The destroyer *Ericsen* while the latter was picking up the *Stephano*'s passengers and crew who were on the ship had received the death blow by torpedo, and it was stated that in one instance three torpedoes had been used to make the work of destruction sure.

Whether one or two boats or a flotilla of vessels, it was not clear whether the *Stephano* was hit by a single torpedo or more leisurely gunfire had accounted for such an amazing harvest of disaster off the American coast, could not be determined until a careful scanning of complete reports from all sources was possible.

Shots fired from 100 yards. The *Stephano* was barely 100 yards from the steamer when the first shot was fired at her by the submarine. Another was discharged soon afterward, and later a bomb was fired.

While we were being taken on the *Ericsen*, he said, "the submarine came up within twenty-five or thirty yards of us, and continued without signal or salute. It took us fifteen minutes to get aboard the *Ericsen*."

After the crews left the *Bloomsdijk* and the *Kingsford*, the crews of one of the German submarines plainly seen in the moonlight, requested the commanders of the destroyers Benham and McDougall to "please give them room to blow up the ships," according to officers of the Benham. This submarine fired thirty shots along the water line of the *Bloomsdijk*, but failing to sink her, discharged a torpedo and the ship buckled amidships and how and stern triangled into the sea.

A member of the destroyer *Bald*'s crew insisted that he saw a German supply ship attacking the submarine.

Thirty-six men from the *Bloomsdijk* were taken aboard the destroyers. They were also the captain and some of the crew of the *West Point*. These refugees were taken to the naval training station where arrangements had been made to receive them.

When the *Stephano* was taken on the *Ericsen*, he said, "the submarine came up within twenty-five or thirty yards of us, and continued without signal or salute. It took us fifteen minutes to get aboard the *Ericsen*."

After the crews left the *Bloomsdijk* and the *Kingsford*, the crews of one of the German submarines plainly seen in the moonlight, requested the commanders of the destroyers Benham and McDougall to "please give them room to blow up the ships," according to officers of the Benham. This submarine fired thirty shots along the water line of the *Bloomsdijk*, but failing to sink her, discharged a torpedo and the ship buckled amidships and how and stern triangled into the sea.

A member of the destroyer *Bald*'s crew insisted that he saw a German supply ship attacking the submarine.

Thirty-six men from the *Bloomsdijk* were taken aboard the destroyers. They were also the captain and some of the crew of the *West Point*. These refugees were taken to the naval training station where arrangements had been made to receive them.

When the *Stephano* was taken on the *Ericsen*, he said, "the submarine came up within twenty-five or thirty yards of us, and continued without signal or salute. It took us fifteen minutes to get aboard the *Ericsen*."

After the crews left the *Bloomsdijk* and the *Kingsford*, the crews of one of the German submarines plainly seen in the moonlight, requested the commanders of the destroyers Benham and McDougall to "please give them room to blow up the ships," according to officers of the Benham. This submarine fired thirty shots along the water line of the *Bloomsdijk*, but failing to sink her, discharged a torpedo and the ship buckled amidships and how and stern triangled into the sea.

A member of the destroyer *Bald*'s crew insisted that he saw a German supply ship attacking the submarine.

Thirty-six men from the *Bloomsdijk* were taken aboard the destroyers. They were also the captain and some of the crew of the *West Point*. These refugees were taken to the naval training station where arrangements had been made to receive them.

When the *Stephano* was taken on the *Ericsen*, he said, "the submarine came up within twenty-five or thirty yards of us, and continued without signal or salute. It took us fifteen minutes to get aboard the *Ericsen*."

GERMAN U BOAT AND DARING CREW THAT SANK SHIPS OFF AMERICAN COAST.

(Photographs Copyrighted by Waterman, Supplied by International Film Service.)



U. S. S. 1916

who was aboard the *Drayton*, could speak but little English and was reticent as to his experience. He said he and his crew were given about ten minutes in which to quit the vessel. Members of the crew of the *Bloomsdijk*, some of whom were on the Benham and others on the McDougall, claimed that one of their number, whom they described as an assistant to the captain, was mistaken. It was thought probable, however, that the man was on some other destroyer. The destroyer *Jenkins* brought in seventy-one survivors.

Survivors' Stories Vary Widely.

So far as possible the destroyers placed small black marking buoys over the spot where the ill-fated merchantmen were last seen. Stories told by such members of the various crews of the sunken steamers as could be reached differed widely. Some declared that they had seen as many as five submarines.

In other cases a seaman was sure that at least two torpedoes were launched at the vessel before she sank. From the stories told by these men there appeared to be little doubt that there were at least two submarines in action. Life preservers and lifeboats from the *Bloomsdijk* and *Kingsford* were found on the decks of the destroyers when they came in, the only remaining remnants of the vessels. Because of limited space on the destroyers a number of lifeboats were cast adrift.

The only survivors on board the destroyer *McDougall* were six members of the crew of the *Bloomsdijk*. When the health officer boarded her he found all of the men sleeping peacefully, as though nothing unusual had occurred. It was necessary, however, to awaken them for the purpose of examination. The cabin boy of the *Bloomsdijk*, a bright lad of about fourteen years, came in on the Benham and clattered across the deck with his wooden shoes and a bright smile on his face. He was the least disturbed of any of the Benham, for he explained, this was the third time he had seen the evidence of being aboard a torpedoed ship.

RAID OF GERMAN SUBMARINES NOT LIKELY TO TIE UP SHIPPING

NEW YORK, October 9.—Owners, agents and others interested in vessels near the Atlantic coast flying the flags of nations hostile to Germany passed an uneasy night, and today sought every possible avenue of news regarding their ships. Many of the vessels within the German U-boat danger zone carry scores of American and European passengers, including some notable in financial, business, theatrical and social circles.

It seemed doubtful today that the submarine raid would result in a general tie-up of the shipping of the entire Atlantic coast.

The order to limit the sailing of the liner *Stephano* was issued by the United States Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States Marine Company, which controls both British and American vessels, the International Marine Company, issued orders that no British ship of that line should leave without orders pending further orders. The order was issued by P. A. S. Franklin, vice president and general manager, of the United States